

COMMITTEE ON LEGISLATIVE RESEARCH  
OVERSIGHT DIVISION

**FISCAL NOTE**

L.R. No.: 3159-03  
Bill No.: SB 647  
Subject: Motor Vehicles; Public Safety Department; Children and Minors.  
Type: Original  
Date: December 19, 2001

**FISCAL SUMMARY**

<b>ESTIMATED NET EFFECT ON STATE FUNDS</b>			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
None			
<b>Total Estimated Net Effect on <u>All</u> State Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>ESTIMATED NET EFFECT ON FEDERAL FUNDS</b>			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
None			
<b>Total Estimated Net Effect on <u>All</u> Federal Funds</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>ESTIMATED NET EFFECT ON LOCAL FUNDS</b>			
FUND AFFECTED	FY 2003	FY 2004	FY 2005
<b>Local Government</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Numbers within parentheses: ( ) indicate costs or losses.

This fiscal note contains 4 pages.

**FISCAL ANALYSIS**

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**ASSUMPTION**

Officials from the **Department of Revenue (DOR)** assume that if points are intended, this legislation will have an impact to the volume of convictions received and processed. The impact, however, should be minimal and no FTE would be required.

In response to similar legislation from last year, DOR officials stated the proposal increases the fine for seat belt violations but does not mandate point assessment for convictions resulting from seat belt violations and, therefore, the proposal would have no impact on their agency.

**Oversight** assumes substantial compliance with the new provisions after an initial public awareness of the new requirements is developed, and that the additional revenue from fines, if any, would be minimal.

Officials from the **Office of the State Courts Administrator (CTS)** state the proposal would amend various provisions regarding the use of child restraint systems in motor vehicles. After a period of adjustment, CTS would anticipate substantial compliance and would not expect a significant increase in the workload of the courts.

**Oversight** assumes any additional costs would be minimal and could be absorbed from existing resources.

Officials from the **Department of Transportation** and the **Department of Public Safety - Missouri Highway Patrol** each assume the proposal would not fiscally impact their respective agencies.

In response to similar legislation from last year, officials from the **Department of Public Safety - Highway Safety** assumed the proposal would not fiscally impact their agency.

<u>FISCAL IMPACT - State Government</u>	FY 2003 (6 Mo.)	FY 2004	FY 2005
	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

FISCAL IMPACT - Local Government

FY 2003  
(6 Mo.)

FY 2004

FY 2005

\$0

\$0

\$0

FISCAL IMPACT - Small Business

Car rental agencies doing business in Missouri would be required to inform customers of the new requirements set forth in this proposal as well as provide a child passenger safety restraint system(s) for rental.

DESCRIPTION

This proposal revises the law regarding seat belt usage and child restraint systems.

USE OF CHILD PASSENGER RESTRAINT SYSTEM/BOOSTER SEAT - This act requires children less than 4 years old, regardless of weight, or children weighing less than 40 pounds, regardless of age, to use an appropriate child passenger restraint system. The act requires children at least 4 years of age but less than 8 years of age or who weigh 40 pounds to 80 pounds to be secured in a child passenger restraint system or a child booster seat. Children 8 years of age or older, or children who are at least 80 pounds, must use a safety belt.

WAIVER OF PENALTY - A person may escape the \$25 penalty by demonstrating that the person obtained a child safety seat prior to or at his or her hearing which is satisfactory to the court or the party responsible for prosecuting the violator's citation.

RENTAL AGENCIES - This act requires car rental agencies doing business in Missouri to inform customers of the requirements of Section 210.104 and to provide an appropriate child passenger safety restraint system for rental.

SEAT BELT REQUIREMENTS - If there are more persons than there are seat belts in the car, then the passengers must sit in the area behind the front seat unless the vehicle is designed only for a front-seated area.

This proposal has an effective date of January 1, 2003.

This legislation is not federally mandated, would not duplicate any other program and would not require additional capital improvements or rental space.

SOURCES OF INFORMATION

Department of Revenue  
Department of Transportation  
Department of Public Safety  
    Missouri Highway Patrol  
    Division of Highway Safety  
Office of the State Courts Administrator



Jeanne Jarrett, CPA  
Director

December 19, 2001